

The China Mail

ESTABLISHED 1845

H. MUMBY
JAPANESE PHOTOGRAPHY
LITHOGRAPHY AND PRINTING
AMSTERDAM & LONDON
SHEWAN TOMES & CO. LTD.

No. 15,297

號八月五年二十一百九千一

HONGKONG, WEDNESDAY, MAY 8, 1912.

子壬戌年十一百六千四元

PRIOR, \$3.00 Per Month.

THORNE'S OLD VAT



SCOTCH WHISKY.

R. THORNE & SONS, L^{td}
GREENOCK & LONDON

SOLE AGENTS IN HONG KONG, CANTON & MACAO
"A. S. WATSON & CO. LTD."

POPULAR

ASAHI BEER



OBTAINABLE EVERYWHERE.

SOLE AGENTS:

Mitsui Bussan Kaisha.

Hongkong, January 3, 1912.

NAVAL AND MILITARY NOTES.

Salvage of Sunken Submarines.

On 2nd February of last year, the submarine A3 sunk with all hands near Spit-head, and it was not till 11th March that she was raised. The salvage was at first entrusted to the Anglo-Italian Salvage Co., but eventually the Admiralty took over the work. As submarines have been in use for over eight years and A3 was the fourth to sink with deplorable loss of life, the Admiralty might have provided suitable appliances for use in such an emergency. The French have now a floating dock specially constructed for raising submarines and capable of raising a weight of 1,000 tons from a depth of 28 fathoms. We presume that our engineers could produce a similar machine, if the money were forthcoming, and consider it a little short of a scandal that over five weeks elapsed before the A3 was raised. The A class is so much out of date now and improvements in the latter type have made them so much safer that it is high time the A class was given up even for instructional purposes. The lives of our brave men are more valuable than a few out-of-date submarines, though in the case of A3 probably nothing could have saved the lives of the crew; but there have been cases where prompt salvage might have rescued the imprisoned men, and such cases may occur again.—*The Broad Arrow.*

The normal garrison of Singapore has been fixed at the following strength for the coming year:—Royal Garrison Artillery, two companies; Royal Engineers, one company; British Infantry, one battalion; details from Army Service Corps, Royal Army Medical Corps, Indian Infantry, one battalion; Artillery, Colonial; Army Ordnance Corps and Army Pay Corps; total strength of garrison, including detachments elsewhere, 2,506 of rank and arms.

Rev. John Craigie, Chaplain R.N., who was drowned on 14th March during the disaster of the Oceanic, was a son of Maj. Gen. J. T. Craigie, late R.A., and became a chaplain in June, 1899. As chaplain of the R. M. S. "Ophir" in 1900, he sailed with the Naval Brigade under Sir E. H. Seymour, for the advance on Peking.

Business Notices.

MOTOR BOATS.

Fast Launches and Tugs.

Light Draft Steamers.

CONSTRUCTIONAL WORK AND REPAIRS.

W. S. BAILEY Co., Ltd

TELEGRAM

Received on 11. 11. 11. from LONDON

'We beg to inform you ROYAL WARRANT AWARDED

our Company for Milk

CONDENSED MILK.



MILKMAID

STERILIZED NATURAL MILK.

EVAPORATED CREAM.

On Sale at All Stores.

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
AND THE CHINA NAVIGATION CO., LTD.

Commencing from Saturday, 19th April, the following will be the running of the Canton Steamers, until further notice.

HONGKONG-CANTON LINE.
HONGKONG TO CANTON. CANTON TO HONGKONG.
THURSDAY, 9th MAY.
8.00 A.M. 'HEUNGSHAN.' 8.00 A.M. 'HONAM.'
10.00 P.M. 'FATSHAN.' 6.00 P.M. 'KINSHAN.'
FRIDAY, 10th MAY.
8.00 A.M. 'HONAM.' 8.00 A.M. 'HEUNGSHAN.'
10.00 P.M. 'KINSHAN.' 6.00 P.M. 'FATSHAN.'

HONGKONG-MACAO LINE.
S.S. 'SUI TAI' Tons 1651. S.S. 'SUI AN' Tons 1651.
HONGKONG TO MACAO.
Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf.
Macao to Hongkong.
Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO.

SUNDAY, 12th MAY.

The Company's Steamship 'SUI AN' will depart from the Company's WING LOK STREET WHARF at 9 A.M. Departure from Macao at 5 P.M. N.B.—The Company will also run a steamer from Macao on Sunday leaving at 7.30 A.M. and from Hongkong at 12.30 P.M., from the Company's Wing Lok Street Wharf.

This steamer connects with the excursion steamer returning from Macao at 5 P.M. FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.
S.S. 'HOISANG' 497 Tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 8 P.M. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 6.30 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.
S.S. 'SAINAM' 188 Tons, and S.S. 'NANNING' 565 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers 'LINTAN' and 'SANUL'. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANFIONS (First Floor).
Opposite the Blake Pier.

SCENIC RAILWAY.

THE name as was shown at the HONGKONG UNIVERSITY BAZAAR, will be open to the public from

WEDNESDAY, 1st MAY, 1912.

at the
OLD LANS OFFICE, 13 QUEEN'S ROAD (opposite the foot of D'Almeida Street)

36 EXTRA FILMS 36.

Will be exhibited, so that passengers may go ROUND THE GLOBE with all the thrills and excitement of a railway journey the record time of HALF AN HOUR.

OPEN DAILY. OPEN DAILY.

from 4 P.M. to 11 P.M.

A First class motor car 50 minutes.

FARE—40 Cents.

Hongkong, April 26, 1912.

SINGON & CO.

ESTABLISHED A.D. 1880

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Castings Importers. General Storekeepers and Shipchangers. Nos. 85 and 87, Central Market (2nd Street, west of Hing Loong Street) Telephone No. 515. Hongkong September 4, 1909.

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An Ideal Family Hotel where living is a Real Pleasure.

FIRST CLASS IN EVERY RESPECT. CONVENIENTLY SITUATED. ALL MODERN COMFORT.

Noted for its First Class Cuisine and Perfection of Service.

Under the Personal Management of O. E. OWEN.

TELEGRAPHIC ADDRESS: GRAND.

Hongkong.

Business Notices.

VICTORIA DISPENSARY.

(Opposite the Clock Tower).

DISPENSING AND FAMILY CHEMISTS.

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PROPRIETARY MEDICINES,
Toilet Articles, Perfumery, Soaps,
CIGARS, CIGARETTES, TOBACCOS.

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PROFESSIONAL MEN,
SECRETARIES OF CLUBS,
MANAGERS OF HOTELS,
PRINCIPALS and MATRONS of HOSPITALS,
and ALL RESIDENTS are requested to send in full particulars.

NAME.....
ADDRESS.....
TELEPHONE NUMBER.....
CABLE ADDRESS.....
FOR FREE INFORMATION, To: K. A. MASSEY,
33, KING EDWARD HOTEL, 1141

Hongkong, February 12, 1912.

THE LEEDS FORGE CO., LD., LEEDS.

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description. Pioneers in the design and manufacture of PRESSED STEEL UNDERFRAMES and BOGIES and ALL-STEEL RAILWAY WAGGONS.

The Undersigned have been appointed Sole Agents in Hongkong and China:

The Taikoo Dockyard and Engineering Co. of Hongkong, Ltd..

AGENTS, BUTTERFIELD & SWIRE.

Hongkong, October 3, 1911.

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THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY
A LA CARTE GRILL ROOM.

J. H. TAGGART, Manager.

PEAK HOTEL.

ADAMANTLY SITUATED AT VICTORIA GAP. Adjoining the Tramway Terminus, 1,400 feet above Sea Level. OPEN to the South Wind in Summer and protected from the North-east Winds in Winter. Commanding a magnificent view of Hongkong, the harbour and adjacent islands for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL. Terms—From \$5 per day. Max. Telephone Add: 'Peakful'. Town Office. 4, Des Voeux Road.

Hongkong, February 8, 1908.

GRAND HOTEL.

NO. 2, QUEEN'S ROAD CENTRAL.

A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY under European management. Situated in the most central position. Large and airy Rooms, luxuriously furnished, Electric Light and Fans throughout. Superior arrangements of the latest pattern.

GUINEA UNDER EUROPEAN SUPERVISION.

Ladies' Afternoon Tea Rooms. Special rates for married families on application to the Manager.

CHARGES MODERATE.

F. REICHMANN, Proprietor.

Telephone No. 197. 29, The Arcade, Avenue 'GOMER', Hongkong.

Hongkong, November 10, 1909.

ASTOR HOUSE HOTEL

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QUEEN'S ROAD CENTRAL.

CENTRALLY situated, up-to-date Hotel. Recently renovated and under entirely new management. Large and comfortable Rooms. Excellent Cuisine, under the supervision of an experienced French Chef.

PARTICULARS AND RATES on application to PROPRIETORS.

THE GRAND CARLTON HOTEL

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FIRST CLASS IN EVERY RESPECT. CONVENIENTLY SITUATED. ALL MODERN COMFORT.

Noted for its First Class Cuisine and Perfection of Service.

Under the Personal Management of O. E. OWEN.

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Hongkong.

Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

FAIRALL & CO.

New Lingerie Gowns and Skirts

LATEST MODES.

NEW MILLINERY.

Dress Materials, Embroidered Robes,
Parasols, en tout cas, gloves, etc.

2, PEDDER STREET.

Telephone 644.

SOLIGNUM.

Made in several shades of Brown,
Green and Red.

SOLIGNUM is the best preservative of wood from decay, dry rot and vermin. It is easily applied, has great covering power, and possesses anti-septic and disinfecting properties which render it particularly suitable for all woodwork of Hospitals, etc.

Solignum is death to the White Ant.

The whole of the superstructural woodwork of the New Star Ferry Pier at Hongkong has been treated with 'Solignum.'

Sole Agents for

Hongkong, Canton & South China.

SIEMSEN & Co.,

(Machinery Dept.)

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A FINE RECORD

KUPPER PILSENER BEER

Over 30 Years in the Far East.

SOLE IMPORTERS

CALDBECK MACGREGOR & CO.

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WATCH-MAKERS, JEWELLERS AND OPTICIANS.

GOLD WATCH BRACELETS.

BROOCHES, RINGS AND PENDANTS

GOLD AND PLATINUM SETTINGS.

Inspection Invited.

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WING KEE & CO.,

No. 47, 48 and 49, CONNAUGHT ROAD CENTRAL
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL
FRANCISCO TSE YAT, General Manager.
Hongkong, August 12, 1908. 1758

MEE CHEUNG & CO.,

ART PHOTOGRAPHER, ICE HOUSE LANE

SPECIALTY IN ENLARGING AND BROMIDE WORK.
Select Views of Hongkong and South China.
Special Department for Developing and Printing for Amateurs.
CAMERAS FOR HIRE. 1765

WING ON CO.,

TAILORS AND OUTFITTERS. EXPORT AND IMPORT MERCHANTS.

HAVE JUST RECEIVED NEW SHIPMENTS OF
Drapery, Grocery, Ironmongery, Crockery, Glass and
China Ware, Furniture, Watches & Clocks.

The Cheapness and quality of their Goods have no equal.

108-113, DES VUEX ROAD CENTRAL.

107 & 108, CONNAUGHT ROAD CENTRAL (Trans past the Door).

Hongkong, August 15, 1910. 1773

Protect Your Eyes.

SUNGLASSES and GOGGLES

OF ALL SHAPES AND SHADES

NEW STOCK.

J. ULLMANN & CO.

Jewellers, Watchmakers and Opticians.

CORNER OF FLOWER STREET.

THE PARIS TOILET.

HAIRDRESSING SALOON,

13, QUEEN'S ROAD CENTRAL.

MONTHLY SUBSCRIPTION FOR LADIES AND GENTLEMEN

Marcel Waving a Specialty.

All kinds of Perfumery and Toilet Requisites.

Under the Personal Supervision of

M. and MME SCIESSE, Proprietors. 596



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BELTING -**

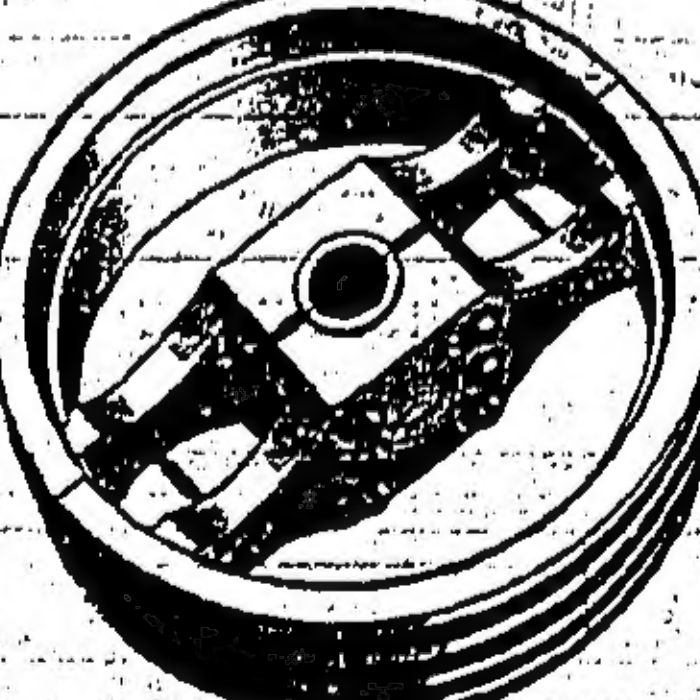
"MADE BY THE"

GANDY BELT MANUFACTURING CO.,
SEACOMBE, ENGLAND.
IS THE ONLY ORIGINAL
HOLDS THE WORLD'S RECORDS.
41 Prizes Awarded.

SEE THAT YOU GET THE GENUINE ENGLISH.

DODGE WOOD SPLIT PULLEYS.

ALL SIZES



MAY BE

TO FIT ALL

HAD ON

SIZED SHAFTS

APPLICATION

IN STOCK.

TO THE

FURTHER

SOLE AGENTS

PARTICULARS

MELCHER & CO.



JOHN OAKLEY & SONS LIMITED, Wellington, New Zealand.

Intimations.

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-
SIMA, OCHI, MUTARE, YO-
SHINOTANI, HOJO, KANADA,
NAMAZUTA, SAYO, SHINNEW
and KAMİYAMADA Collieries.

AGENTS for KISHIDAKE & SAKITO
COALS.

HEAD OFFICE: TOKYO.

BRANCH OFFICES:

Nagasaki, Moji, Maruoka,

Wakamatsu, Kobe, Osaka,

Shanghai, Hongkong, Hankow.

For Address see above. IWASAKI

Coast: A-1, A-2, 5th Ed., Western Union.

AGENCIES:

YOKOHAMA: M. Asada, Esq.

CHINKIANG: Messrs Gearing &

Co.

MANILA: Messrs Macondray &

Co.

SINGAPORE: Messrs Borneo Co

Ltd.

For particulars, apply to

Y. SHIBUYA,

Manager,

No. 2, FIDELITY STREET

HONGKONG. 818

CHINA TRADERS' INSURANCE CO.,

LIMITED.

NOTICE.

FROM this date and during my absence

from the Colony Mr. B. ROUSE

will act as SECRETARY of the Company.

By Order of the Board,

C. MONTAGUE EDE,

Secretary.

Hongkong, May 2, 1912. 813

UNION INSURANCE SOCIETY OF

CANTON, LIMITED.

NOTICE.

FROM this date and during my absence

from the Colony Mr. B. ROUSE

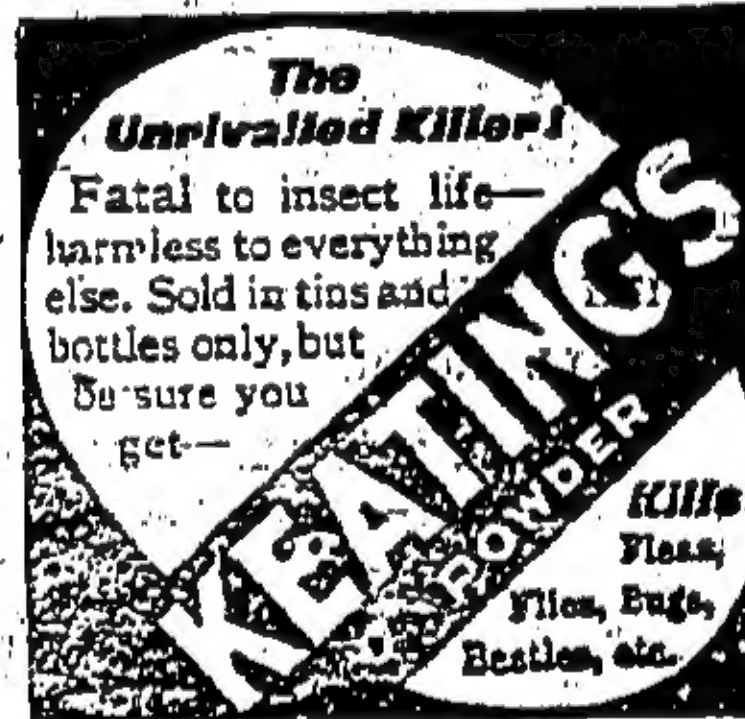
will act as SECRETARY of the Society.

By Order of the Board,

C. MONTAGUE EDE,

Secretary.

Hongkong, May 2, 1912. 814



NOTICE.

WE beg to announce to the Public that

we have at present the Centre part

of a block of VALUABLE GREEN

JADESTONE of the most famous and

popular LO HANG (老坑) quality

very transparent and of fine water. It

weighs 70 lbs. of which 2 lbs. are bright

dryspec and can be made into numerous

valuable ornaments. Its total value is

estimated to be at \$100,000 odd. Visitors

are welcomed to make inspection.

PO WO CHEONG,

No. 287, Tai San Street,

(Grand New Street),

CANTON.

Canton, April 30, 1912. 599

PICNIC PARTIES.

LAUNCH FOR HIRE.

THE Handsome "KING EDWARD"

Hotel Launch can be hired

for PICNIC PARTIES by the Hour

or Day.

For terms apply to the MANAGER,

H. HAYNES.

Hongkong, March 1, 1912. 593

"SELF CURE NO FRICTION"

THE NEW-FRENCH REMEDY

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

THERAPION No. 4

THERAPION No. 5

THERAPION No. 6

THERAPION No. 7

THERAPION No. 8

THERAPION No. 9

THERAPION No. 10

ANOTHER SHIPMENT HAS JUST ARRIVED.



THEIR DELICIOUS FLAVOUR AND FRAGRANCE NEVER VARIES.

These celebrated cigarettes are a blend of Oriental
Tobaccos of the finest growth and selection,
and are so carefully blended that each
cigarette will smoke to the end with the
same delicious taste and aroma.

THE RIVAL TRIBES OF

SWATOW.

Origin and History.

With reference to the recent fighting in
Swatow, a correspondent writes to the
N. C. Daily News:—
Judging by the dialects the natives of
Kuangtung speak, there are apparently
three groups of people in the province, viz.,
Cantonese or Kuangchuloh, Haklos, and
Haklos or Hakkes. I say apparently,
because they really come from one and the
same family. The difference in their
dialects is caused by geographical reasons
and the order in which they immigrated
into the province. Let me refer you to
our history.

ORDER OF ARRIVAL.

In the Ching Dynasty the Emperor Tsin
Zu-wang sent 5,000 soldiers to be stationed
at Wanchai for coast defence; these
soldiers formed the first settlers in Kuang-
tung and they were known as Cantonese.
The habits, customs and manner of living
of the present inhabitants bear strong
resemblance to those of the early settlers.
The next that immigrated into the pro-
vince were the Haklos, who came during
the Ching Dynasty, that is, several hundred
years after the coming of the Cantonese.

The Haklos came last. The first batch
settled down during the Tsang Dynasty.
They left Central China because the ruler
was "weak and the country was invaded by
soldiers of the neighbouring country." So
that over a thousand years ago, they
occupied what are now called Nanyang-
chow, Szechow, Lienchow, Huichow,
Kiangchow, Tappi, Foshan, Hwaksien,
Longmen and Chinyuan. In Chaochow,
with a single exception, Tanghai, and in
Kuangchow with the exception of three or
four haies, these Haklos found their way
and finally settled down side by side with
the natives. They also found their way to
Kachow, Lanchow and many
other places. Their population now
amounts to several millions. They occupy
six tenths of the whole province.

The Chinese and Haklos who came
before them called them Haklos or Hakkes,
which means guests or sojourners; the
ending "lo" because later added to the
word as it is still done now in most places
in the country.

STRANGERS OF QUENT.

There is interesting evidence to indicate
that the word "Hak" is not applied to
that people alone. In Kachow, Lanchow,
Kunshow and Lanchow, the people call the
Cantonese or Kuangchow speaking people
Kehoin, meaning strangers or guests, just
in the same sense as Haklos, while they
call those who speak the Hakkes dialect,
Hainmin or new people.

Of the three dialects, that spoken by the
Hakkes bears the strongest resemblance to
the dialects of Central China. This can
be explained by the fact that these people
came to the province and settled down in a
comparatively short period of time; and
so they still retain the accent and pro-
nunciations of Central China.

Some two years ago, a learned Cantonese
scholar, Mr. Chen Lanfu wrote a book in
which he dwelt at length on the similarities
between Hakkes and the dialect in vogue
in Central China. At the same time a
Haklo, Mr. Lin Chien, also published a
book entitled "The Origin of the Hakkes."
The writer proved from the point of view
of social customs that the Hakkes came from
Central China. Some years later Mr. Wang
Tsu-hien a Haklo, after travelling
through Kuangchow in Honan, came to the
same conclusion. He found the manners,
customs and dialects of Kuangchow similar
to those of his own people. Quite recently
a great student of the Chinese antiquaries
and writers, compiled a work entitled "The
New Dialects." He also made the dis-
covery that the greater part of the dialects
spoken in Kuangtung was fashioned after
the Hakkes. Five years ago, Mr. Wang
Jung prepared a text book in which he made
a mistake by saying that the Hakkes were
not of the Han tribe. The work was
discovered by order of the Education
Board of that province.

NOTES ON HAK.

Thus it is clear that the Hakkes are of
the same origin as the rest of the Chinese
people. A Frenchman, M. Pinon, in the
year 1892, published his "Une Finie au
Pays de Hak dans la Province de Canton"
in which he said that while tumult and
disorder prevailed in Central China, the
Hakkes fled to Kuangtung to take refuge.
They found the place hilly and living hard.
The women had to work with men on the
fields, besides cooking and doing needle
work. In consequence they had natural
feet. This statement made by a foreigner
coincides with what is in our history.

The Chinese settlers of Formosa are
mostly Hakkes owing to the proximity
of the two lands. There are also
Kuangtung people, of whom the majority
are Hakkes. These began to migrate to
Formosa as far back as two or three
hundred years ago.

Thus it is evidently a mistake on your
part to call Hakkes the half caste
brithmen, aboriginal Formosans and
Chinese. Ten years ago, books in foreign
languages on things Chinese were written
by missionaries who got their material
from the ignorant Chinese, many sad
blunders can be discovered in them. You
may have got your ideas of the Hakkes
from them.

THE WORLD'S FASTEST

RUNNERS.

In Badenian for March Mr G. C. Terry
gives a most interesting account of the
Tarahumara Indians, the Champion runners
of Mexico. Some 15,000 of these Indians
dwell in the Sierra Madre Range. They are
the sole remaining cave-dwellers in North
America. They are pagans. They live on
beans and corn, and when these give out,
on rats and snakes. They excel in the run-
ning of races—not the sprint of the white
man, but of a kind that no white man could
or would endure. As couriers probably
no other runners on earth can compare
with them. They are employed as couriers
by the Mexican Government and by mining
concerns of Chihuahua and Sonora. They
average frequently 170 miles a day. One
especially quick messenger covered a distance
of 600 miles in five days. The runner had
no luggage, but simply carried his white
wool blanket and a package of ground corn,
"pinole."

When short of ammunition (they use
only the bow and arrow) these Indians
will run down a deer, there being great
numbers of these animals in the Sierras.
Half-a-dozen men take part in the chase;
they head off the animal, taking up the
pursuit in relay; until finally the poor
beast, running in ever narrowing circles,
drops from pure exhaustion. They also
chase and capture the wild turkey in the
same manner. The runners undergo a
sort of training before the races come
off; that is they eat no fat, no
potatoes, eggs, or anything sweet. Neither
must they touch "stewing" their own
native intoxicating drink. Their food
consists of wheat and pinole, a "shaman"
(chief or medicine-man) has also put them
through a sort of primitive rubbing-down
and massage; and the night before the
race all runners are "cured." The mid-
day curing consists of semi-religious ceremonies
led by the shaman, and all the men sleep
within sight of their tribal tokens or gods.

COUGHING INTO

CONSUMPTION

"Only a Cough," but you stop

it while it is ONLY a cough.

WATERBURY'S

METABOLIZED

COD LIVER OIL

COMPOUND

THE most preparation made

for combating severe coughs

CURES any cough that

is only a cough. Very palatable

and of ALL CHEMISTS

Price 6d. per bottle.

Prepared by W. J. Waterbury, M.D.

Board of Health, New York.

Intimations.

**THEATRE ROYAL,
HONGKONG.**

FIVE NIGHTS ONLY

TO-NIGHT! TO-NIGHT!

WEDNESDAY, MAY 8th.

UNDER the Distinguished Patronage of

His Excellency the Governor Admin-

istering the Government.

MAURICE E. BANDMANN

PRESENTS AT HIS OWN EXPENSE

The World-Famous Comedian

THE ONE ONLY ORIGINAL

R. G. KNOWLES

AND COMPANY OF ARTISTES

from the Leading West-End Halls.

The Wave of Laughter will strike Hong-

kong on Wednesday.

PRICES \$1.50, \$1, \$2 and \$1.

Seats Plan now open at MOUTRIE'S,

Hongkong, April 30, 1912. 601

NEW THEATRE,

KAW U FONG.

TO-NIGHT! TO-NIGHT!

AT 9 P.M.

THE GREAT

Raymond

MASTER OF MIRACLES,

WILL APPEAR IN A

GRAND CHANGE

OF PROGRAMME.

PRICES: \$3, \$2, \$1 & 50 cts.

Hongkong, May 6, 1912. 593

MARTIN'S

APIOL-STEEL

PILLS

A French Remedy for all Irritations

of the Lungs, Stomach, Liver, &c.

It is the most powerful and

effective remedy for all

these ailments. It is

the only remedy that

will cure all these

ailments. It is the

only remedy that



Hughes and Hough

ATTORNEYS TO THE GOVERNMENT.

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General Brokers.

PROPRIETORS

"TO-KWA-WAN"
COAL STORAGE.

Cables used:
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Telegraphic Address:
"MILITARY" HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Public Auctioneer, on

THURSDAY

the 9th May, 1912, commencing at 2.30 p.m., at their Sales Rooms No. 8, Des Voeux Road, Corner of

Lee House Street, —
A LARGE QUANTITY OF
VALUABLE HOUSEHOLD
FURNITURE.

PRINCIPALLY NEW STOCK,
Comprising as follows:—
Two Drawing Room Suites, One Silk
Tapestry and One Morocco Leather Upholstered
Chairs and Sofas, Carpets and
Rugs, Pictures, Oil Paintings and En-
gravings, Bed Room Suites, Double and
Single Brass and Brass-mounted Bedsteads
and Cots, Bureaux, Washstands, Kitchens,
wood Dining Room Furniture, &c., &c.,
Crockery, Electro-plated and Glass Ware,
Cooking Stoves and Utensils and Household
Ware, Cutlery, &c.,
&c.

A quantity of Carved Blackwood Furni-
ture, and 2 Chinese Pianos.
Catalogues will be issued.
TERMS:—As usual.
On view day before sale.

HUGHES & HOUGH,
Auctioneers.

Hongkong, May 4, 1912. 627

PUBLIC AUCTION.

THE Undersigned have received instructions from Mr. J. W. BOUTER, to sell by Public Auction

on

FRIDAY

the 17th May, 1912, commencing at 2.15 p.m., within his Residence,
No. 3, Elliot Street,
25 Robinson Road, —
THE WHOLE OF HIS
VALUABLE HOUSEHOLD
FURNITURE.

Comprising:
Blackwood Hall and Drawing Furniture,
Brussels, Carpets and Rugs, Oil Paintings
and Water Colours (by well-known artists),
Engravings and Engravings, Silk Screens,
Tapestries, Lace and Chinese Curtains,
Austrian Vases, Bronze, etc., Dining
Room Suite, Electro-plated, Glass and
Crockery Ware, etc., including Dinner and
Tea Service of French Porcelain, Cutlery,
&c., Coloured and Steel Engravings, and a
Valuable Collection of White and Blue
Wall Plates and Vases, Bed Room Suites
by well-known makers including Sectional
Bookcases, Double and Single Bedsteads,
mounted Bedsteads, Bed Linen, &c.,
Indian Rugs, Pantry and Kitchen Utensils,
One Upright Grand Piano by Bechstein
& Co., New York, in excellent condition.
One Large American Ice Chest.
One Treadle Sewing Machine.
Two Lamps Carrying Chairs, One Garden
Seat,
And
A Large Variety of Pianos, &c., in Possi-
ble View from Thursday, 16th inst.
Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, May 3, 1912. 623

PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE

WEEK DAYS.
7.00 a.m. to 8.00 a.m., Every 15 minutes.
8.00 a.m. to 10.00 a.m., Every 10 minutes.
10.00 a.m. to 11.00 a.m., Every 15 minutes.
11.00 a.m. to 12.45 p.m., Every 15 minutes.
12.45 p.m. to 1.15 p.m., Every 15 minutes.
1.15 p.m. to 1.45 p.m., Every 15 minutes.
1.45 p.m. to 2.15 p.m., Every 15 minutes.
2.15 p.m. to 5.00 p.m., Every 15 minutes.
5.00 p.m. to 8.10 p.m., Every 10 minutes.

NIGHT CARS.
7.45 p.m. to 9.45 p.m. to 11.30
p.m., every 15 minutes.

SUNDAYS.
8.00 a.m. to 10.00 a.m., Every 15 minutes.
10.00 a.m. to 11.00 a.m., Every 10 minutes.
11.00 a.m. to 12.00 p.m., Every 15 minutes.
12.00 Noon to 1.00 p.m., Every 15 minutes.
1.00 p.m. to 5.00 p.m., Every 15 minutes.
5.00 p.m. to 7.00 p.m., Every 15 minutes.
7.00 p.m. to 7.30 a.m., Sunday.

NIGHT CARS on Week Days

SATURDAY.

Extra Cars at 11.45 p.m.

SPECIAL CARS by arrangement at the
Company's Office, ALEXANDRA BUILDINGS,
Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

'Want' Advertisements

PREPAID
\$1 per inch..... 3 insertions.
\$2 One week.

WANTED
UNFURNISHED FLAT, entry begin-
ning of June.

Terms, etc., to S. R. P.O. Box 350,
Hongkong, May 7, 1912. 633

FOR SALE.
ABOUT 500 lbs. ENGLISH TYPE
Clarendon and Nonpareil (Modern),
complete found, including galleys.
In good condition. Send offers to
'TYPO.'
Care of 'CHINA MAIL' Office,
Hongkong, March 21, 1912. 408

FOR SALE.
WITH or without furniture. 'TOR
CREST,' No. 8, The Peak, with
tonic court. Commanding magnificent
view of the harbour and adjacent islands.
Apply to
Linstead & Davis,
3rd Floor, Alexandra Buildings,
Hongkong, March 6, 1912. 325

FOR SALE.
ONE FULL SIZE
Burroughs and Watts

BILLIARD TABLE
WITH ACCESSORIES.
Apply to
GEO. P. LAMMERT
Hongkong, June 7, 1910.

MILNERS'
SAFES
AS SUPPLIED TO THE
PRINCIPAL BANKS
AND
BUSINESS HOUSES.
GEO. P. LAMMERT,
Agent.
Hongkong, May 20, 1911. 610

THE EQUITABLE LIFE ASSURANCE
SOCIETY OF THE UNITED STATES.

SHEWAN, TOMES & CO.,
GENERAL MANAGERS, HONGKONG.

J. T. HAMILTON, GENERAL MANAGER
FOR THE EAST, TOKYO.

North British & Mercantile
Insurance Co.
WITH WHICH IS INCORPORATED THE
OCEAN MARINE INSURANCE CO.

TOTAL FUNDS at 31st DECEMBER, 1911:
£21,252,693.

—Authorized Capital £20,000,000
Subscribed Capital £3,814,845

—Paid-up Capital £2,687,997 5
—Fire Funds £3,842,215 4 1/2
—Life & Annuity Funds £15,645,125 9 1/2
—Sinking Fund Account 97,355 18

£21,252,693 17 1/2

Revenues Fire Branch 2,573,269 17
Life & Annuity 1,954,631 9 1/2
Other Receipts 643,814 10 1/2

£24,971,215 17 1/2

The Accumulated Funds of the Fire and
Life Departments are free from liability in
respect of each other.

SHEWAN, TOMES & CO.,
Agents.

PATELL & CO.
Exporters & Importers.

General Merchants
and
Commission Agents.

HONGKONG, CANTON
SHANGHAI AND
HANKOW.

THE CHINA ASSOCIATION.

Political Events in China.

The annual report of the China Association for 1911-12 has just been issued. Concerning recent political events in China it states: says the "L. & C. Express".

In last year's report, when reviewing the proceedings of the first National Assembly, then sitting at Peking, it was remarked that this body, which had been called into being to advise and assist the Throne, had not only done nothing to "assist," but by its criticism, well directed, had done much to weaken the moral control of the Central Government. Few of us then dreamed that the Central Government was so near the verge of moral bankruptcy that within the short space of four months the Court, the Princes Regent, and the whole paraphernalia of Manchu officialdom would be swept aside as the bidding, it is said, of the will of the nation.

The causes for the upheaval are many and complex. The Revolutionary party at Nanking give out that the uprising is a revolt of the whole nation against an alien domination, which, for nearly 300 years has oppressed and plundered the people, which has stifled all progress, and which seeks, even now, to keep the masses in a state of abject submission. If this were true the explanation would be very simple and the work of reconstruction much easier than it is likely to be. But it is not true in several respects. Historically it is not true, for China was never so prosperous, so loyal, and so united as she was under the last four or five Manchu Emperors. That the dynasty has become decadent is true, and that there has been much misrule, fecklessness, and incapacity during the last half-century is also true, but the Manchus are not alone responsible for that, because the policy of the Court has been largely directed by statesmen of purely Chinese origin. Nor is it true to say that the uprising is a revolt of the whole nation. There is no evidence to show that the thinking part of the nation, the literary, the gentry, and the commercial classes are, or were, disloyal, or had any desire to overthrow the Monarchy for a Republic. Still less is it true of the masses of the toiling people, who indeed have no opinion or understanding of the subject.

But, at the same time, there has been a growing feeling of discontent among leading provincials and a dissatisfaction with the Central governing authorities, not so much because they are Manchu as because they are Central. Want of space precludes any attempt at an exhaustive consideration of the causes of discontent, but an intelligent Chinese would probably sum them up as follows:—The Central Government has made a mess of things. It has led the country into foreign wars, in which we have invariably been defeated; it has lost territory we have lost money, and, worst of all, we have lost face. China is no longer the glorious country of our forefathers; we have had to pay huge indemnities, and the country has been saddled with an enormous foreign debt under which it is groaning, and trade is stifled by taxation to meet it. We have become the bond-slaves of foreign nations, and in no long time the country will be partitioned out among them as one divides a melon. All this is the fault of the Central Government.

Sentiments such as these have found free expression in the native Press during the last few years. In themselves they did not necessarily lead to rebellion, but rather to a reformation by evolution. The general feeling was fairly represented in the National Assembly, which, while criticising individual officials, professed its loyalty to and confidence in the Throne. But, side by side with this feeling of discontent, the more ardent revolutionary spirits were carrying on an active propaganda against the dynasty, and when, finally, the military outbreak occurred at Wuhan to the cry of "down with Manchus," the feeling explained the extraordinary phenomena of whole provinces throwing off their allegiance and declaring their independence by the mere hoisting of a flag.

THE FUTURE OF CHINA.
The report proceeds to trace the events in connection with the conflict of authority between the Central Government and the provinces over the railway question and the Hukow loan, which culminated in the military revolt at Wuhan, followed by a general rebellion, and the publication of the Manchus. The report proceeds:—

The question of questions now is, whether it is possible to draw up a workable scheme for the order and good government of China as a republic. If it is, all foreigners in China, and certainly this Association, will rejoice and congratulate the authors on having accomplished such a marvellous transformation with comparatively so little bloodshed. But the task has yet to be done, and without being pessimistic it is permissible to entertain grave doubts of its success.

It will be admitted that the work of reconstruction has been made infinitely more difficult than it would have been, if the Nanking revolutionaries had accepted the nineteen Articles drafted by the National Assembly establishing a constitutional monarchy. These, in effect, gave all the guarantees that the loyal and prudent reformer could have desired, and it may be said with certainty that they would have been accepted by the great bulk of the nation as a permanent settlement. They would have preserved the continuity of the Government and given a solid foundation on which reforms could have been built up. Now the republicans have built up a republic on a shaky foundation, and the situation is much less favourable than it would have been.

A case very like this occurred recently in regard to the "Independence Belge," which published in its "Fifty Years Ago" some action against a religious order, taken by the Government of the day. By an unexpected event someone read the extract as a current event, and the consequence has been that people have looked to the address mentioned under the misapprehension that the prices quoted were those current.

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There's no fear of any "falling-off" in the well-known high quality of

JOHNNIE WALKER

That is absolutely safeguarded by the largest "aging" reserve of pure malt Scotch whisky held by any firm.

A "maturing" stock of over three-and-a-half million gallons is invariably held in bond to prevent the possibility of any inferior "Johnnie Walker" being ever put upon the market.

"JOHNNIE WALKER" White Label. Over 6 years old.
"JOHNNIE WALKER" Red Label. Over 10 years old.
"JOHNNIE WALKER" Black Label. Over 12 years old.

By order of the
KAMP & CO. Ltd.
PERKIN COOPER &

Garner Quelch & Co.,

WINE MERCHANTS.

Des Vœux Road.
TELEPHONE 636.

Supply the highest quality Wines, Spirits, Cigars and Cigarettes obtainable, consistent with price. All Wines and Spirits bottled in Europe by Shippers of world wide reputation.
Hongkong, December 12, 1911.

Banks

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000
RESERVE FUNDS.....
Sterling.....\$1,500,000
Silver.....\$1,500,000
RESERVE LIABILITY OF PROPRITORS.....\$10,000,000

COURT OF DIRECTORS:
E. SHILLIM, Esq., Chairman.
W. H. ARMISTEAD, Esq., Deputy Chairman.
G. F. FRIEDLAND, Esq., G. H. MEDHURST, Esq.,
S. GULLEY, Esq., W. L. PATTERSON, Esq.,
G. R. LAURENCE, Esq., Hon. Mr. C. E. ROWE,
F. LEB, Esq., H. A. SIBBE, Esq.

CHIEF MANAGERS:
Hongkong—N. J. STABB.
Shanghai—E. E. R. HUNTER.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the daily balance.
On Fixed Deposits:
For 3 months 2 1/2 per cent. per annum.
For 6 months 3 per cent. per annum.
For 12 months 3 1/2 per cent. per annum.

N. J. STABB,
Chief Manager.
Hongkong, February 17, 1912.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
N. J. STABB,
Chief Manager.
Hongkong, January 24, 1911. 1517

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

PAID-UP CAPITAL.....£1,200,000
RESERVE FUNDS.....£1,200,000
RESERVE LIABILITY OF PROPRIETORS.....£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.
Amoy, April 12, 1912.

Banks

THE YOKOHAMA SPECIE BANK, LTD.

ESTABLISHED 1880.

AUTHORIZED CAPITAL.....¥40,000,000
PAID-UP CAPITAL.....¥30,000,000
RESERVE FUND.....¥17,000,000

HEAD OFFICE—YOKOHAMA.
BRANCHES AND AGENTS AT:
AMSTERDAM, NASSAU, BOMBAY, NEW YORK, CHANGHAI, NEW YORK, DALY, OSAKA, FUKUOKA (FUKUOKA) PEKIN, HANKOW, ROTTERDAM (PORT ARTHUR), HONOLULU, SAN FRANCISCO, KOREA, SHANGHAI, LIAC-TAN, TIENTSIN, LONDON, TOKYO, CALCUTTA.

Interest allowed on Current Accounts. Deposits received for fixed periods at rates to be obtained on application.

TAKAO TAKAMICHI,
Manager.
Hongkong, April 1, 1912.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,500,000
PAID-UP.....£1,125,000
RESERVE FUND.....£362,500

HEAD OFFICE, 40 THEBHALD STREET, LONDON, E.C.

BRANCHES:
Calcutta, Singapore, Penang, Kota Bharu, Malacca, Kuala Lumpur, F.M.S., Hongkong, Shanghai, Rangoon, Colombo, Madras, Bombay, Calcutta, Ceylon, Java, Batavia, Medan, Soerabaya, Palembang, Pontianak, Samarang, Sourabaya, Djember, Cheribon, Tegal, Pecalangan, Tilitap, Bandong, Padang, Medan, Teling, Tengg (Deli), Palembang, Rota, Radja, (Acheen), Macassar, Sandjangan, etc.

Correspondents at Bombay, Colombo, Madras, Pondicherry, Calcutta, Rangoon, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, etc., etc.

LONDON BANKERS—The Union of London and Smiths Bank, Limited.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2 1/2 per annum on balance.
Fixed Deposits 12 months 4 per annum.
Do 6 months 3 1/2 per annum.
Do 3 months 3 per annum.
Do 1 month 2 1/2 per annum.

F. C. MACDONALD,
Manager.
Hongkong, March 23, 1912.

2 Extremes

FACE THE PROSPECTIVE PURCHASER OF A TYPEWRITER.

He may buy one of the cheap toys which yield a semblance of typing for eight months or a year, when he consigns it to the scrap heap—

He may spend £20-£30 for a heavy, highly complicated machine, possessing many "improvements" which he does not require, so elaborated and complex that it is in the repair shop half the time.

THE GOLDEN MEAN

THE IMPERIAL TYPEWRITER

which provides, AT MODERATE COST, every ESSENTIAL modern improvement, in a SIMPLE, STRONG, LIGHT Machine, which does beautiful work and is one of the fastest and most durable writing machines in the world.

The Machine that has made the high-priced Typewriter a fact.

SOLD BY
KELLY & WALSH, LTD., and
HARRY WICKING & Co., Sole Agents for China.

NEWS OF CAPTAIN SCOTT.

Thrilling Story of Polar Adventure.

The first news of Captain Scott in the Antarctic was telegraphed to the Central News from Alaska, in the south island of New Zealand, twenty-three miles from Christchurch.

Since the return of Captain Amundsen, the Norwegian explorer, and his announcement that he reached the South Pole on December 14, there has been, says the "Daily Mail," a keen desire to know the result of Captain Scott's efforts. The absence of news hitherto was regarded by many as ominous, while on the other hand, there were those who thought it possible that the British explorer might have reached the Pole about the same time as his Norwegian rival. His own estimate had been that he ought to arrive there about December 22.

Unfortunately, according to the news now received, his hopes have not been realized. On January 3—twenty days after Captain Amundsen reached the Pole—Captain Scott was still 150 miles from his goal. This left him 50 miles to go to equal the record achieved by Sir Ernest Shackleton, who in January, 1909, penetrated to within 100 miles of the Pole.

FINANCIAL HELP FROM CHINESE ABROAD.

The financial distress in the provinces in China has now reached a climax, and the military governments find it almost impossible to raise domestic loans. Foreign capitalists are willing to accept loans, but the negotiations have repeatedly ended in failure owing to the so-called rights recovery agitation. The governments have therefore decided, according to the "Tung Pao," to raise loans from Chinese emigrants in the South Sea Islands and negotiations are now in progress. Chinese emigrants have a world wide reputation and those in the South Sea Islands are models. From time immemorial the Chinese people have been emigrating from Fukien and Kwangtung provinces and settling down in Java, Sumatra, Borneo, the Celebes, Philippines, New Guinea, Bismarck Island and other islands in the Southern Archipelago, until they now number about 1,300,000. They are engaged in mining, agriculture, industries and other trade. Their wonderful thrift has enabled them to put by large fortunes, and not a few of them have become millionaires. The Chinese emigrants want home by the Chinese abroad annually reach a total of over 70,000,000 taels, of which a large portion comes from those in the South Sea Islands. They take a greater interest in their home affairs than their confederates elsewhere, and have established more than twenty chambers of commerce and several large banks to meet the demand for capital at home. In response to calls for contributions to the fund for the construction of the navy and for the relief of sufferers from natural calamities, they came forward quickly.

ALL FIT AND WELL.

The news of Captain Scott and his party was brought by his ship, the Terra Nova, which had come back to New Zealand owing to the closing in of the ice. Captain Scott and his comrades are saying another year in the ice. On January 3 all were fit and well, and were pushing on to cover the last 150 miles. It was said they had food in sufficient quantities, that they were all in good spirits and confident of success, and that the trail was dotted with snow crabs and food depots.

There is thus every reason to suppose that Captain Scott reached the Pole about a month after the arrival there of Captain Amundsen, but there will be no further news until the Antarctic spring opens the ice in October at the earliest. Until then it cannot be known for certain whether he has achieved his purpose and reached the Pole.

MR. P. MAGGE, chief foreman of the fish traffic department at Grimsby Port, retired recently under the age limit, having reached the age of sixty-six. The prospect of retiring had depressed him, and the ordeal of saying good-bye to his fellow-workers affected him considerably. On arriving home he went to bed early, but before midnight he died, apparently without pain.

CAPTAIN SCOTT'S DOGS.

The members of Captain Scott's expedition who have returned to the Terra Nova, speak enthusiastically of the work done by the dogs, but say that the mules were useless.

The dogs saved Lieutenant Evans's life, and their work on the whole constituted an Antarctic record.

The men are keenly disappointed that Amundsen was the first to reach the Pole.

"NO RACE."

Sir Clements Markham, the famous geographer, writes to "The Times" to point out that "there has been no race to the Pole." Captain Scott's expedition was "an admirably conceived scheme of scientific research. Amundsen's plan was different. He conceived the idea of making a dash for the South Pole, without Captain Scott's knowledge."

"Sir Clements suggests that 'we must refrain from comparing undertakings which are essentially different.'"

LOSING WEIGHT BY THE POUND

"Under Weight," a condition of ill-health, shows your assimilative powers are decreasing.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

Supplies the blood with the wanted nourishing and healthy flesh building materials. Very palatable.

OF ALL CHEMISTS.

Price, 2/6 and 5/6.

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, May 2nd, 1912.
At 100 cents per Dollar American.

Butcher Meat.

Beef Sirloin & Prime Cut—Moi Lung 1 1/2	20
Beef—Ham Ngau Yuk	20
Roast—Shih	20
Breast—Nagu Lam	10
Soup—Tong Yuk	15
Steak—Ngau Yuk Pa	20
Sirloin Coton—Ngau Lau	24
Sausages—Nagu Chung	24
Bullock's Brain—Kuei	per set 9
Tongue fresh—Ngau Li	each 45
Cornd—Ham Ngau 1 1/2	20
Beef—Ngau Tau	12
Heart—Ngau Sum	12
Bump, Salt—Ngau Kin	18
Feet—Ngau Kark	each 9
Kidneys—Ngau Yiu	18
Tail—Ngau Mei	18
Liver—Ngau Kon	12
Tripe (unsalted)—Ngau To	18
Calve Head & Feet—Ngau-chai-tau-kark	18
Mutton Chop—Young Poi Kwat	15
Leg—Young Poi	20
Shoulder—Young Shau	20
Pigs Chittlings—Chu Chong	22
Brains—Chu Know	per set 12
Feet—Chu Kark	12
Fry—Chu Chak	25
Head—Chu Tau	15
Heart—Chu Sum	each 13
Kidneys—Chu Yiu	9
Liver—Chu Con	10
Pork Chop—Chu Pui Kwat	20
Cornd—Ham Chu Yux	24
Leg—Chu Poi	24
Rat or Lard—Chu Yau	18
Sheep Head and Feet—Young Tau Kark set 50	
Heart—Young Sum	each 6
Kidneys—Young Yiu	9
Liver—Young Con	10
Sucking Pigs To Order—Chu Chai	22
Suet, Beef—Sung Ngau Yau	20
Mutton—Sung Young Yau	22
Veal—Chun Chai Yau	20
Sausages—Ngau Chai Chung	20

Poultry.

Chicken—Kai Chai	33
Capon, Large, Small—Sin Kai	32
Ducks—Ap	25
Doves—Pan Kau	each
Ngau, Hen—Kai Tan	per set 25
Fowls, Canton—Kai	15
Hainan—Hoi Nam Kai	20
Geese—Ngi	25
Goose, Wild—Shang-ho Yea Ngai pan	
Musk Deer—Wong Keng	each
Hare, Shanghai—Tu Chai	
Partridge—Che Khoo	
Pheasant—Shan Kai	pair
Pigeons, Canton—Pak Kuy	each 32
Hollow—Hoi Hoi Pak Kuy	25
Quail—Um Chun	22
Rice Birds—Wo Fa Cheuk	dozen
Snipe—Se Choy	each 25
Partridge, Cock—Phor Kai Kung	15
Hen—Ngi	25
Wild Ducks, Shanghai—Shang-hoi Sui Ap	
Teal—Sui Ap Chai	
Wild Ducks, Canton—Sung Shing Sui Ap	

Fish.

Barbel—Ka Yu	15
Bream—Bin Yu	15
Canton Fresh Water Fish—Hoi Sin Yu	15
Carp—Li Yu	10
Catfish—Chik Yu	18
Codfish—Wun Yu	18
Crabs—Hoi	20
Cuttle Fish—Muk Yu	15
Dab—Sa Mang Yu	13
Dace—Wong Mei Lun	11
Dog Fish—Tui Yu Sa	8
Eels, Conger—Hoi Mann	14
Eels, Yellow—Wong Sin	32
Frog—Tien Kai	28
Garoupe—Sek Pan	50
Gudgeon—Fak Kuy Yu	12
Herring—Tao Pak	18
Halibut—Cheung Kwan Kuy	28
Labrus—Wong Fa Yu	16
Loach—Wun Yu	28
Lobster—Lung Ha	24
Mackerel—Chi Yu	22
Monk Fish—Mong Yu	28
Mullet—Chai Yu	20
Oysters—Sung Hoi	20
Parrotfish—Kai Kung Yu	10
Parch—Tau Lok	15
Pike—Fai Pak Pong	8
Pomfret—Fai Yu	18
Pomfret, Black—Hoi Chong	20
Pomfret, White—Pak Chong	25
Rainbow—Ming Yu	15
Rice Fish—Pai Yu	15
Rice Fish—Sai Yu	15
Rice Fish—Sai Yu	15

MEAT.

Sirloin—Mia Yiu Yu	20
Shank—Sa Yu	9
Skate—Po Yu	10
Shrimps—Ha	28
Snapper—Lap Yu	24
Sole—Tat Sa Yu	22
Tend—Wan Yu	18
Turbot—Cho Hoi Yu	20
Turtles, small, fresh water—Bork Yu	50
White Bait—Ngau Yu Chai	10

FRUITS.

Almonds—Hung Yau	22
Apples (California)—Kam San Ping Kho	23
Chickoo—Yiu Chun Ping Kho	15
Small—Hoi Tong	20
Outard—Fai Lai Chai	22
Bananas (Grades), Macao—San Hing Chai	10
Chestnuts, Chinese—Fong Lai	15
Carambola—Yung Tui	10
Cocoonuts—Yeh Tui	each 12
Lemons, China—Ning Moong	10
America—Kum Sai Ning Moong	6
Lichees Dried—Lai Chi, small Stone	25
Fresh—	
Limco (Seigon)—Sai Kung Ning Moong	each 15
Mango, Manila—Lui Sung Moong	24
Mangosteen—San Chuk Tui	each 20
Oranges (Canton)—San-shing Tim Ching	15
Oranges Sweet	18
Pears (American)—Kam San Shook Lay	10
(Canton), Cooking—Sa Lay	10
Peanuts—Fa Sang	10
Perseimons Large—Hung Chie	12
Pine-apples, 1st quality—Poon Ti Paw Lay	each 12
2nd—Chung-tang Paw Lay	10
Plantain—Tai Chien	15
Pineapple—Swallow, Hung Lai	18
Pumpkin, Siam—Chim Lo Yau	each 18
Shanghai—Lo Kwat	
Walnuts—Hop Tui	15
Green—Sung Hop Tui	10
Water Melon—(Am.) Kom San Sai Kwa	each 10
(China) Sai Kwa	10
Grapes—Sung Po Tai Tui	15

VEGETABLES &c.

Artichokes, Shanghai—Sheng-hoi Ah	15
Chi Cheuk	15
Bonnie (French), Macao—Oh Moon Pin Tau	10
(French), Shanghai—Sheng Hoi	10
Fai Tau	10
Sprout—Ah Cho	10
Long—Tau Ko	10
Best Root—Hung Chai Tan	each 2
Brinjals, Green—Ching Yau	8
Red—Hung Yau	6
Cabbage, Chinese, com—Kai Choy	12
Cabbage, Red—Hung Yea Choy	10
Cabbage, Shanghai—Yeh Chai	10
Cane Shoots, bunch—Kau Shun	15
Cardiflower, Large size—Tai Yeh Cho Fa	each 10
Medium size—Chung Yeh Cho Fa	8
Small size—Sai Yeh Chai Fa	6
Carrots—Kam Shun	10
Celery, Chinese—Tung Kan Chai	8
English—Yung	10
Chillies Dried—Gon Lat Chai	18
Rad—Hong Fat	15
Green—Ching Lat Chai	10
Curry Stuff, English—Kai Lee Chui Yu	10
Cucumbers—Ching Kwa	2
Bitter Squash—Fu Kwa	10
Garlic—Que Tau	8
Ginger, young—Sui Tui Keung	8
old—Lo Keung	8
Horse Radish, Shih—Lik Kau	10
Indian Corn—Suk Mai	each 5
Lettuce—Young Sang Chai	15
Water Chestnuts—Ma Tai	15
Mandarin—Kwai Lum Ma Tai	8
Mushrooms, Fresh—Sung Cho Koo	10
Musk Melon, Amer.—Kam San Hong Kwa	each 10
Okroes	10
Onions, Lombay—Yung Chong Tau	10
Orren—Sung Chong	8
Shanghai—Shang-hoi Ching Tau	8
Papaw, 1st quality—Tai Mau Sau Kwa	each 10
2nd—Chun	8
Parley—Kun Chai	8
Green Peas—Ching Tau	10
Potato, Sweet—Fan Shu	10
Shanghai—Shang-hoi Shu Fa	10
Japan—Yut Poon Shu Tau	10
American—Fa Ki	10
Fochoo—Fook-chow Shu Tau	10
Pumpkin—Tong Kwa	10
Radish—Hung Lo Pak Tai	10
Khorab (Fresh)—Tai Wong	10
Sage—Tui So	10
Shallots—Gon Chung Tau	8
Spinach—Yin Chai	10
Tomatoes—Fan Ker	10
Taro—Wu Tau	10
Turnips, Funt, Long—Lo Pak	10
English—Yung Lo Pak	10
Vegetable Marrow—Chit Kwa	10
(Am.) Kam San Chit Kwa	10
Water Cress—Sai Yung Chai	10
Lily root—Yin Yung	10
Yam—Tui Shu	10
Yam—Tui Shu	10

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY).

ESTABLISHED 1824.

PAID-UP CAPITAL.....£1,450,000 (£3,750,000).
RESERVE FUNDS.....About £1,724,317 (£5,935,693).
HEAD OFFICE—AMSTERDAM.
HEAD AGENCY—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samang, Sourabaya, Djember, Cheribon, Tegal, Pecalangan, Tilitap, Bandong, Padang, Medan, Teling, Tengg (Deli), Palembang, Rota, Radja, (Acheen), Macassar, Sandjangan, etc.

Correspondents at Bombay, Colombo, Madras, Pondicherry, Calcutta, Rangoon, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, etc., etc.

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Fixed Deposits 12 months 4 per annum.
Do 6 months 3 1/2 per annum.
Do 3 months 3 per annum.
Do 1 month 2 1/2 per annum.

F. VAN RIEL, Agent.
Hongkong, January 12, 1912.

CHINA MAIL

Washing Books.

Price 30 cents.

LOSING WEIGHT BY THE POUND

"Under Weight," a condition of ill-health, shows your assimilative powers are decreasing.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

Supplies the blood with the wanted nourishing and healthy flesh building materials. Very palatable.

OF ALL CHEMISTS.

Price, 2/6 and 5/6.

BY TELEGRAPH.

[COPYRIGHT.]
THE P. & O. COMPANY
REFUSE UNION'S
DEMAND.

(Reuter's Service to the China Mail.)
London, May 7.
The Peninsular and Oriental Company have refused the demand of the Sailors and Firemen's Union to increase the white seamen in their service. Consequently, the union officials have called out all the men on the Peninsular Liners at Tilbury.
The Company, while refusing the demands, affirmed that they would carry out their obligations according to the law, and were willing to accept any slight modification in the existing system, but they would defend their position under the Merchant Shipping Act.
A special meeting of the Transport Workers has been telegraphically summoned to support the action of the men's leaders.

THE FIGHTING AT
RHODES.THE TURKISH VERSION OF
THE LANDING.

(Reuter's Service to the China Mail.)
London, May 7.
Reuter's Constantinople correspondent telegraphs that Turkish official accounts state that the landing was opposed but that the Turks were compelled to retreat to the hills, whence it is expected to conduct a guerrilla warfare with the garrison of 3,000, which is plentifully supplied with provisions and ammunition.

AMERICAN PRESIDEN-
TIAL ELECTION.OHIO FAVOURS MR.
ROOSEVELT.

(Reuter's Service to the China Mail.)
London, May 7.
A Baltimore message states that the early returns of the Ohio primaries from Maryland show that Mr. Roosevelt secured 40 and President Taft 14 delegates.

BARON BIEBERSTEIN.

(Reuter's Service to the China Mail.)
London, May 7.
Reuter's correspondent at Berlin states that Baron von Bieberstein arrived from Constantinople and conferred with Dr. Blehmann-Hollweg, the Imperial Chancellor.
[Note—Baron Bieberstein, who was for many years Ambassador for Germany at Constantinople, has been transferred to St. James.—Ed. C.M.]

MR. BRYCE RETURN-
ING TO WASHINGTON.

(Reuter's Service to the China Mail.)
London, May 7.
At Question Time in the House of Commons, Sir Edward Grey, the Secretary of State for Foreign Affairs, intimated that Mr. Bryce, the British Ambassador, would return to Washington in September.

MORE FRENCH TROOPS
FOR MOROCCO.

(Reuter's Service to the China Mail.)
London, May 7.
French reinforcements are proceeding to Fez from Tunis and Algeria.

THE PROPOSED IN-
SURANCE BILL.COMPROMISE WITH MEDICAL
MEN.

(Reuter's Service to the China Mail.)
London, May 7.
A compromise is being arranged between the Government and the medical practitioners by which the latter will receive a capitation fee of about 8s. under the Insurance Act. If the new terms are accepted, the medical profession will gain to the extent of about a million and a half sterling.

THE UNION CASTLE
LINE.

NEW STEAMER ORDERED.

(Reuter's Service to the China Mail.)
London, May 7.
The Union Castle Line have placed an order with a Glasgow shipbuilding firm for a passenger and cargo steamer, which they intend to use for their East African Service.

BY TELEGRAPH.

[COPYRIGHT.]
MR AUSTEN CHAMBER-
LAIN AND IRISH
HOME RULE.

(Reuter's Service to the China Mail.)
London, May 8.
On the continuation of the debate on the Home Rule Bill for Ireland, Mr. Austen Chamberlain denied that the Bill would remedy the congestion in the House of Commons, which would continually have to thresh out questions settled in Dublin, with the added complication that action would mean reversal of Irish Parliament. The military danger would be profound and the financial danger great. He was not prepared, like others, to run into danger which he, in England would not share; but if Ulster resisted public opinion—and public opinion would not allow Ulster to be dismembered—“You and your Bill would then go to the wreck in the storm you had caused.”
Mr. Samuel, in reply, defended the financial provisions, which, he said, it was only just to provide for a deficit at the outset. When the Irish revenues increased, the deficit would be covered, the case be reopened, and Ireland given larger financial control. Mr. Samuel was glad that Mr. A. Chamberlain had repudiated the frenzied appeals to Ulster to resort to violence. In the course of the debate, Mr. Samuel concluded, all the larger arguments of policy had been in favour of the Bill, and only the petty ones against.

BELFAST MAYOR'S SERIOUS
WARNING.

LASTED.
Mr. McDermid, the Mayor of Belfast, said that it was absurd to believe the movement in Ulster to raise an army. The trouble would start before the Bill could be enacted, and every man in Ireland, who could afford it, would possess a rifle or revolver. There were a hundred thousand revolvers in the hands of the Unionists in the North of Ireland, while the Nationalists had between two and three hundred thousand.
Among the other notable speakers were the Hon. Neil Primrose and Mr. W. E. Gladstone, both of whom supported the Bill.

BRITISH IMPORTS
AND EXPORTS.

(Reuter's Service to the China Mail.)
London, May 8.
British imports for the past quarter show an increase to the value of £2,564,127; exports a decrease of £2,805,322.

"THE TIMES" AND
TIBET.

THE LINGERING LAMA.

Britain's Position Defined.

(Reuter's Service to the China Mail.)
London, May 7.
Referring to recent contradictory reports regarding Tibet, The Times hints that the irresolution of the Dalai Lama and his continued lingering at Kalimpong are due to a report of the advances of a strong Chinese Relief Force on Lhasa from Batang. He fears that if the force succeeds in reaching Lhasa there will be severe reprisals on the rebellious Lama, who has not to fear Chinese troops alone, but also the Eastern Tibetan tribes, whom the Chinese are said to have misled. The chief responsibility, the journal adds, rests on the unhappy refugee at Kalimpong, whose intrigues and breaches of treaty brought a British force to Lhasa, which paved the way for a substantial restoration of the Chinese Sovereignty. If the Tibetans now do not accept the domination of China, we can do nothing to help them; and if, on the contrary, they succeed in emancipating themselves from Chinese control we will certainly not repent the involuntary aid given to China by the Lhasa Expedition, as we want to Lhasa to redress our own grievances.

THE MISSISSIPPI
FLOODS.

TREMENDOUS LOSSES.

(Reuter's Service to the China Mail.)
London, May 7.
Reuter's New Orleans correspondent telegraphs that the Mississippi floods extend over an area of 875 square miles. The agricultural losses in Louisiana alone amount to nearly two million sterling.
Terrible suffering is being experienced, and unless boats are hurried to remote districts it is feared that hundreds of people will have perished.

BY TELEGRAPH.

[COPYRIGHT.]
CHINESE AFFAIRS.

(Wah Tse Yat Po's Service.)
Peking, May 8.
A proposal has been made in the Cabinet that a scheme of compulsory National Loans should be carried out.
The Financial Minister proposes that if an improvement is made on the salt gabelle in the Empire, an increase of about several tens of million dollars will be required.
The Belgian Minister has protested against the Foreign financial representatives attitude towards the Belgian loan, and he is now waiting instructions from Belgium.
Tang Shao-yi is negotiating for a big loan on certain terms.
Yuan Shih-kai intends to request Sun Yat-sen to visit America to solicit a big loan.

INDIAN LABOUR IN
DAMARALAND.

(Reuter's Service to the China Mail.)

London, May 7.
Mr. W. P. Byles, M.P., in the House of Commons, asked whether official information had been received regarding the recruiting of Indian labourers for Damaraland, and, if so, what were the conditions?
Sir Edward Grey said he had heard that the Government of Damaraland had granted permission to the local Chamber of Mines to import Indians in the employment of the mines. Sir Edward referred Mr. Byles to the Hon. Mr. Montagu's answer on April 30 with reference to the conditions upon which the Government of India would allow indentured emigration.

[Note—On the date referred to, the Hon. E. S. Montagu, under Secretary of State for India said:—“Germany had not yet made any proposals regarding the importation of Indian labourers to Damaraland, and unless such a request was received it would be premature to discuss details. Speaking generally, the East of Crewe, Secretary of State for India, would be indisposed to encourage any scheme of indentured emigration from India to places outside the British Empire. Indentured labour to Damaraland was unlawful and could not be lawful unless the Governor-General of India in Council was satisfied, and the Government of the country made such laws and provisions as might be thought necessary and sufficient for the protection of emigrants. At any rate, no steps would be taken without the Anglo-German Convention making full provision for the emigrants' welfare.—Ed.—C.M.]

SPORTING.

Tennis.

HONGKONG CHAMPIONSHIP

NIBSET'S FINE WIN.

The match to decide the Hongkong tennis champion was played yesterday evening and produced one of the most interesting games ever witnessed in the Colony. Capt. Day, K.O.Y.L.I. had to give up the title to Mr. H. A. Nibset after a most strenuous game, the latter winning by three sets to two. There was a very large attendance, and appreciation of the play was repeatedly manifested. So often did the games run that the issue was always at doubt. One of the greatest surprises was the way in which Capt. Day won the second set. In spite of his defeat he actually won more games than Nibset, the totals being Day 29 games, Nibset 27 games.

Nibset secured the first game, the second and third going to Day, who at first appeared somewhat more confident than his opponent. With some exceptionally well-placed strokes Day's play was very effective, while Nibset was frequently applauded for his fine judgment especially in some of the ensuing games which went in the following order 4-3 (Day leading), 4-4, 5-4 (Nibset leading), 5-5, 6-5 (Day leading), 6-6, 7-6, 7-7. A splendid volley ended in Nibset's favour, thus securing for him the fifteenth game when the score stood at 8-7. Some swift shots out of Day's reach were seen in the final game of the first set which Nibset did well to win.

In the second set Day opened very strongly and confidently, his service being particularly troublesome, Nibset, however, managed to make a recovery but failed to do so Day securing all the games in this set.
In the third set Day started off equally well, and for a time looked like having matters his way, but Nibset brought the games to 3-2 and then to 5-2. However, by dint of some beautiful strokes Day brought the score within one of Nibset's. The last game of this set was not won until day had been called twice.

The score stood at 5-2 all in the fourth set after which a very hard game was witnessed several deuces being called. The fifth was the outcome of a fine rally by Day, but Nibset managed to regain the further two points. The score then stood at 4-3 in Nibset's favour. 4-3, 4-4. With the lights on the good balls were followed with some amount of difficulty. Day won this set by 8-0.

The final set was remarkable for the excellence of the majority of the strokes, the ball for the most part hovering in the vicinity of the back lines. Occasionally, however, either player watched the opportunity of dropping a ball just over the net, but it was invariably reached in time and slashed diagonally across the court. The match was a most interesting and exciting one, and the players were very much exhausted. Nibset, in a splendid fashion, won the two final games and the match, thus securing the title of Hongkong champion for the year 1911-12. The match was a most interesting and exciting one, and the players were very much exhausted.

The Shanghai Races.

To-day's Results.

The results of to-day's racing received up to time of going to press are—
The Great Northern Plate. Seven furlongs.
Mr. Elms Mahatma. (Johnstone) 1
Mr. Ellis Kadoury's Durbar Chief. (Burkhill) 2
Mr. F. B. Marshall's Cypress Tree. (Burkhill) 3

Time, 1 min. 47 sec.
The Runover Plate. One mile and a quarter.
Mr. F. B. Marshall's Rose Tree. (Burkhill) 1
Mr. R. Margate's The Knight (Shaw) 2
Messrs. Winsome and Hasty's The Kestrel. (Jones) 3

Time 2 min. 39 sec.
The Shantung Stakes. One mile and a quarter.
Messrs. Coutts and Midwood's Donalmita. (Johnstone) 1
Mr. Higby's Vahlha. (Burkhill) 2
Mr. Jordan's Clapham. (Rowe) 3

Time 3 min. 40 sec.
The Park Motu Stakes. One mile and a half.
Mr. G. D. Coates' Cadice. (Dalglish) 1
Mr. Rabe's Cecile Rose. (Burkhill) 2
Messrs. Winsome and Hasty's The Commodore. (Jones) 3

Time 3 min. 13 sec.
The Yau Tze Cup. One mile and three quarters.
Mr. F. B. Marshall's Perseus Tree. (Burkhill) 1
Mr. Penty's Perhaps. (Lauance) 2
Mr. Ruby's King Wan. (Crichton) 3

Time—3 min. 50 sec.
The Racing Stakes.
Mr. Habitant's Halite. (Cumming) 1
Mr. F. B. Marshall's Orange Tree. (Burkhill) 2
Mr. Ellis Kadoury's Durbar Chief. (Burkhill) 3

Time 2 min. 04 sec.
Hongkong Cricket Club.

On Saturday, the 11th inst., the Annual Lawn Tennis Match between the Hongkong Cricket Club and Ladies' Recreation Club will be played on the Cricket Ground. Play to commence at 4.45 p.m.

The following players will represent the Cricket Club:—Messrs R. and H. Hancock, Mr. R. D. Stewart and Capt. C. A. James, 120th Bn., Capt. E. Y. Bowen, A. P., and Mr. A. R. Souter.

The Ladies' Recreation Club will be represented by the following:—Messrs H. A. Nibset and H. R. Phelps, Capt. M. F. Day, K.O.Y.L.I. and Capt. C. T. Bristley, R. A., Capt. R. D. Crawford, R. A. C. Wilson.

At the conclusion of the Match the Capt. and Honorary Poles will kindly present the prizes to the successful winners of the recent Tournament.

Golf.
The following ties were played on May 4 and 5.

* Mr. G. S. Archibut. 79—4-75
* Mr. M. A. Murray. 79—4-75
* Mr. F. Harrison. 91—14-77
* Rev. Foster Pegg. 78—1-79
* Capt. Johnston. 88—8-90
* Mr. R. M. Smith. 82—2-80
* Mr. Bulmer Johnson. 92—12-80
* Capt. Spicer. 82—9-89
* Mr. J. H. Ferguson. 88—4-81
* Mr. H. J. Gompertz. 94—12-84
* Mr. S. S. Moore. 97—10-81
* Mr. C. E. Elborough. 97—11-88
* Mr. R. E. O. Bird. 102—16-88
* Tie for Cup.

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Shipping.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	To Sail	REMARKS
SHANGHAI, MOJI, KOBE, AND YOKOHAMA	SYRIA	Daylight, 9th May.	Freight and Passage.
SHANGHAI	DEVANHA	About 9th May.	Freight and Passage.
LONDON, VIA USUAL PORTS OF CALL	ORIENTAL	Noon, 11th May.	See Special Advertisements.
LONDON & ANTWERP	PALAWAN	About 18th May.	Freight and Passage.

E. A. HEWITT, Superintendent.

P. O. S. N. Co.'s Office.

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.VIA VANCOUVER
AND

THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG AND QUEBEC.
SUBJECT TO ALTERATION.

FOR VANCOUVER	FOR LIVERPOOL
1912	1912
From Hongkong	From Quebec
EMPERESS OF JAPAN, Sat., May 11.	ALLAN LINE, Fri., June 7.
MONTEAGLE, Sat., June 1.	EMPERESS OF BRITAIN, Fri., June 28.
EMPERESS OF INDIA, Sat., June 22.	ALLAN LINE, Fri., July 19.

Steamships leave HONGKONG at 6 P.M.

FROM LIVERPOOL	ARRIVE HONGKONG.
To QUEBEC AND RAIL TO VANCOUVER	From YOKOHAMA VIA KOBE, NAGASAKI AND SHANGHAI
EMPERESS OF BRITAIN, Fri., Apr. 26.	MONTEAGLE, Sat., May 25.
ALLAN LINE, Fri., May 17.	EMPERESS OF INDIA, Thurs., June 13.
EMPERESS OF JAPAN, Fri., June 7.	EMPERESS OF JAPAN, Thurs., July 4.
ALLAN LINE, Fri., June 28.	MONTEAGLE, Sat., July 27.

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet equipped with the Marconi wireless apparatus. Each trans-Pacific steamer connects at Vancouver with a Mail Express train and at Quebec with Atlantic Mail Steamer as shown above. The Empress of Britain and Empress of Ireland are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line). Passengers for Europe have the option of going forward by any Transatlantic steamer either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan. Full particulars on application to Agents.

Through Passengers are allowed "Stop Over" privileges at the various points of interest on route.

R. M. S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commensurate being excellent in every way.

HONGKONG TO LONDON, Saloon on Intermediate Steamer "Monteagle" and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

Via Canadian Atlantic Port 243.

Via New York 245.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (Opposite Blake Pier).

NIPPONYUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)PROJECTED SAILINGS FROM HONGKONG—SUBJECT
TO ALTERATION

DESTINATION	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID	MIYASAKI MARU, Capt. J. Murai, Tons 9000	WEDNESDAY, 22nd May, at Daylight.
VICTORIA, B.O. & SEATTLE, VIA SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA	KITANO MARU, Capt. F. E. Cope, Tons 9000	WEDNESDAY, 4th June, at Daylight.
OSAKA AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	INABA MARU, Capt. S. Tomimaga, Tons 7000	TUESDAY, 21st May, at 4 p.m.
KOBE & YOKOHAMA	KAMAKURA MARU, Capt. K. Soeda, Tons 7000	TUESDAY, 4th June, at 4 p.m.
BOMBAY, VIA SINGAPORE, COLOMBO	YAWATA MARU, Capt. Sekine, Tons 5000	FRIDAY, 10th May, at Noon.
NAGASAKI, KOBE AND YOKOHAMA	NIKKO MARU, Capt. Yagi, Tons 6000	FRIDAY, 7th June, at Noon.
SHANGHAI, MOJI AND YOKOHAMA	IYO MARU, Capt. R. Takeda, Tons 7000	THURSDAY, 9th May, at Noon.
	HAJATA MARU, Capt. Y. Nomura, Tons 7000	MONDAY, 13th May, at Noon.
	NIKKO MARU, Capt. M. Yagi, Tons 6000	WEDNESDAY, 28th May, at Noon.
	COLOMBO MARU, Capt. Y. Kamoshita, Tons 5000	WEDNESDAY, 22nd May, at Noon.

Inaba Maru will connect at Kobe with the new steamer—S.S. "Yokohama Maru," which will sail from Kobe for Seattle on or about 1st June, calling at Keelung.

§ Fitted with new system of wireless telegraphy.

§ Cargo only.

CALCUTTA LINE.

DESTINATION	STEAMERS	SAILING DATES
SINGAPORE, PENANG, RANGOON & CALCUTTA	CEYLON MARU, Capt. Y. Tozawa, Tons 6000	(SATURDAY, 18th May)
	KIRIN MARU, Capt. _____, Tons 4000	(SATURDAY, 1st June)

REDUCED SUMMER RATES BETWEEN
HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 30TH SEPTEMBER, 1912.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 MONTHS.			
Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st class \$135	\$122	\$108	\$95
2nd class \$ 81	\$ 75	\$ 65	\$57

With option of Rail between Steamer's calling ports in Japan.

For further information as to Freight, Sailings, etc., apply to T. KUSUMOTO, Manager.

Shipping.

? Going Home ?

A Holiday
at Home,
and a way
to get
there that's
a holiday.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascination of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute.

The Cost:

is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but \$120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is \$45. For the INTERMEDIATE SERVICE First Class accommodations are provided for \$43 to London (return ticket \$74) and to San Francisco \$25. SPECIAL RATES to officers, Army, Navy, Consular or Civil Service, on application.

Steamers:

Nile	11,000 Tons	Starting May 14th, at 1 p.m.
Mongolia	27,000 "	May 21st, at 1 p.m.
Persia	9,000 "	June 11th, at 1 p.m.
Korea	18,000 "	June 18th, at 1 p.m.
Siberia	18,000 "	July 2nd, at 1 p.m.
China	12,000 "	July 9th, at 1 p.m.
Manchuria	27,000 "	July 16th, at 1 p.m.

Intermediate Steamers.

LET US PLAN AN ITINERARY FOR YOU.

King's Building (Opposite Blake Pier).

Telephone No. 141.

Fred J. Halton, Agent.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE

Operating the THREE TRIPLE SCREW TURBINE Steamers
CHIYO MARU, SHINYO MARU & TENYO MARU.
Speed 21 KNOTS. Displacement 21,000 Tons.
AND THE TWIN SCREW S.S. NIPPON MARU INTERMEDIATE STEAMER.
Speed 18 KNOTS. Displacement 11,000 Tons.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Captain	Date of Sailing
Nippon Maru	A. G. STEVENS	Tuesday, 28th May, at Noon.
Tenyo Maru	E. BENT	TUESDAY, 4th JUNE, at Noon.
Shinryo Maru	H. S. SMITH	TUESDAY, 26th JUNE, at Noon.
Chiyo Maru	W. W. GREENE	TUESDAY, 23rd JULY, at Noon.

The S.S. NIPPON MARU will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Shimizu, Yokohama and Honolulu, on TUESDAY, the 28th May, at Noon.

SOUTH AMERICA LINE.

(In connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO, and the TRUANTPEC NATIONAL RAILWAY at SALINA CRUZ).
The only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.
The Steamers:—
BUYO MARU, HONGKONG MARU & KIYO MARU.
Fly between HONGKONG and COBONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE & VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Tons	Date of Sailing
Hongkong Maru	17,000	Friday, 7th June, at Noon.
Kiyo Maru	11,000	TUESDAY, 6th AUGUST, at Noon.
Buyo Maru	11,500	FRIDAY, 4th OCTOBER, at Noon.

ALL STEAMERS are equipped with Japanese Government WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL FARES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For full particulars as to Passage and Freight apply to K. MATSUDA, Agent.

KING'S BUILDING (Opposite Blake Pier).

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES,
via STRAITS AND COLOMBO,
TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

Carrying Cargo at through Rates to all European, North Continental and British Ports, also Victoria, London, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and NORTH AND SOUTH AMERICAN Ports.

NEXT SAILINGS FROM HONGKONG

Outward	Homeward
For Shanghai, Kobe & Yokohama	For Havre, Bremen & Hamburg
S.S. ALESIA	S.S. O. FERD. LAHSE
20th May	19th May
S.S. SEGOVIA	For Rotterdam, Antwerp & London
6th June	S.S. ABODIA
S.S. SILEZIA	For Marseilles, Havre & London
20th June	S.S. SITHONIA
S.S. FURST BULOW	For Havre, Bremen & Hamburg
27th June	S.S. SCANDIA
For further particulars apply to	For Marseilles, Havre & London
HAMBURG-AMERIKA LINIE, Hongkong Office.	S.S. ARDATURIA
	19th June

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION)

For	STEAMERS	To Sail
TIENTSIN via TIENTSIN, CHIAI, and WEIHAWEI	CHIFSHING	THURSDAY, May 9, at Noon.
MANILA	LOONGSANG	SATURDAY, May 11, at 5 p.m.
SHANGHAI	YANGSANG	SUNDAY, May 12, Daylight.
MANILA	YUENSANG	SATURDAY, May 18, at 2 p.m.
SHANGHAI, KOBE and MOJI	FOOKSANG	SUNDAY, May 19, Daylight.

RETURN TOURS TO JAPAN. (Occupying 24 days).

The steamers Kaitang, Namany and Fookang leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chifu, Tientsin, Chingwang.

Taking Cargo on Through Bills of Lading to Kaitang, Lahad, Davao, Simporua, Tawao, Usukan, Jeddah and Lubbau.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
Kobe, Hongkong and Rangoon.

EASTWARD

The S.S. ITOLA, 5257 tons, Captain W. W. TUCKER, will be despatched for YOKOHAMA & KOBE on the 17th May, at Noon, taking cargo and passengers at current rates. To be followed on the 1st June by S.S. MUTTRA 4644 tons, Captain H. CARY.

WESTWARD

The S.S. FULTA, 5257 tons, Captain W. W. TUCKER, will be despatched for SINGAPORE, PENANG and RANGOON on the 14th May, at Noon, followed by the S.S. FAZILKA on 28th May, taking cargo and passengers at current rates.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight & Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

Hongkong, February 9, 1912.

'SHIRE' LINE OF STEAMERS, LTD.

PROJECTED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

For	Steamers	Date of Departure
LONDON, ROTTERDAM & ANTWERP	FLINTSHIRE	about 19th May.
SHANGHAI, KOBE AND YOKOHAMA	MONMOUTHSHIRE	about 1st June.
LONDON & ANTWERP	DENBIGHSHIRE	about 16th June.

These steamers have superior accommodation for a limited number of First-Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans.

Attention is directed to the moderate fares charged.

Does not carry passengers.

For Freight or Passage apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, February 15, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HAIPHONG	SINGAPORE	May 9, at 11 a.m.
SHANGHAI	CHINA	May 9, at 4 p.m.
SHANGHAI	CHINA	May 11, at 4 p.m.
MANILA, CEBU & ILOILO	KAYO	May 14, at 4 p.m.
MANILA, ZAMBOANGA and USUAL TALUAN	TAIYUAN	May 14, at 4 p.m.
WEIHAWEI & TIENTSIN	HUGHOW	May 18, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANTU'.

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

MANILA, THURSDAY ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE. Twin Screw Steamers "Tea" & "Taming." Saloon accommodation amidships; Electric Fans fitted; extra state-rooms on deck, aft. Saloon accommodation of S.S. "Kailong" is situated on deck, aft.

SHANGHAI LINE. FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Anhui, Chefoo, Linan, Chinghai)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Whampoa.

REDUCED FARES: Single \$45 Return \$75.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 34.

NORDDEUTSCHER LLOYD,
BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	Tons	To Sail
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	PRINZ LUDWIG, Capt. F. v. Binzer	(18,300)	WEDNESDAY, 14th May, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	Capt. A. Ahlborn	(17,300)	THURSDAY, 16th May, at Noon.
MANILA, YAP, MARONN, SAMARAL NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	Capt. L. Klugel	(8,750)	SATURDAY, 18th May, 5 p.m.
KOBE & YOKOHAMA	PRINZ SIGISMUND, Capt. D. Lenz	(9,000)	THURSDAY, 23rd May, at Noon.
KUDAT and SANDAKAN	BORNEO, Capt. F. Sembill		Middle of May

All the steamers of the Imperial Line are fitted with Wireless Telegraphy. May System of Telephony.

For Freight, Passage and Cargo apply to Norddeutscher Lloyd, MELBOURNE & CO., General Agents, Hongkong & China.

Shipping.



STEAM FOR: STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship ORIENTAL, Captain VALENTIN, carrying 1150 Majestic's Mail will be despatched from this for BOMBAY, on SATURDAY, the 11th May, 1912, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship "Molva" 11,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles & London; other cargo for London, etc., will be conveyed via Bombay by the S.S. "Frisia" due in London on the 23rd June, 1912.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, April 29, 1912.

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Hongkong, April 29, 1912.

Shipping

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1912.
PROPOSED SAILINGS OF MAIL STEAMERS.

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
LOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STRAIGHTS TO COLOMBO		Leave Hongkong	Connecting Steamers To Colombo to MARSEILLES and LONDON		Due MARSEILLES (Brindisi 5 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	Tons	noon, Sat'day	Steamer	Tons	Saturday	Friday
ORIENTAL	5384	May 11	MAILWA	11000	June 8	June 14
DEVANHA	8000	May 23	CHINA	8000	June 22	June 28
DELTA	8000	June 8	MACEDONIAL	10500	July 8	July 12
ARCADIA	7000	June 12	MOREA	11600	July 20	July 26
ASSAYE	7500	July 6	MARMORA	10000	Aug. 4	Aug. 10

Passengers change Steamer at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON
1st SALOON £71.10 SINGLE £106.14 RETURN £147.18
2nd SALOON £43.8
IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS
WILL LEAVE FOR

LONDON.

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS.	Leave HONGKONG		Due LONDON	
	Tonnage	about.		about.
TALAWAN	5000	May 15	June 29	29
BORNEO	5000	May 29	July 13	27
SYRIA	7000	June 12	July 27	18
BOHEMIA	7000	June 26	August 10	10
SINLA	6000	July 10	August 24	24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES
1st SALOON £71.10 SINGLE £106.14 RETURN £147.18
2nd SALOON £43.8
For further particulars apply to
E. A. HEWETT,
Superintendent.

**MESSAGERIES MARITIMES
FRENCH MAIL LINES.**

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

For	Steamer	Captain	To Sail
SHANGHAI, KOBE AND YOKOHAMA	NERA	—	May 20, about 6 p.m.
MARSEILLES, Via Port	YARRA	TIVOLLE	May 21, at 1 p.m.

TRANSHIPMENT on the Co's Steamers at SINGAPORE to BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON, via PARIS, from £27.10 up to £71.10. 20 hours railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to
P. THOMAS, Agent,
QUEEN'S BUILDING.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid accommodation for First-Class Passengers. Electric Light. Excellent Galley.

FOR SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

Steamer	Captain	Leaving
HAICHING	Capt. W. O. Passmore	FRIDAY, 10th May, at 11 a.m.
HAITAN	Capt. J. S. Roach	TUESDAY, 14th May, at 11 a.m.
HAITANG	Capt. J. W. Evans	FRIDAY, 17th May, at 11 a.m.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

MAIMUN	Capt. A. H. Stewart	SUNDAY, 12th May, at 10 a.m.
		WEDNESDAY, 15th May, at 11 a.m.

Steamers will arrive at, and depart from, the Company's Wharf near Blake Pier.

For Freight and Passage, apply to

DOUGLAS, LAFRAIK & CO.,
General Managers.



PHILIPPINE STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date
SAVIO	4000	M. O. Smith	San Francisco, Manila, Cebu, & Cebu	FRIDAY, May 10, at 4 p.m.
ROBI	4000	S. A. O'neby	Manila, Cebu, & Cebu	MONDAY, May 20, at 4 p.m.

For Freight & Passage, apply to

Shewan, Tomes & Co., General Managers.

Shipping

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO
VICTORIA, VANCOUVER, SEATTLE, TACOMA
and PORTLAND (Or.),
via SHANGHAI & JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Common Points.

Steamer	Tons	Captain	ON OR ABOUT
LUCERNE	—	—	May 13th
OCEANO	—	—	June 1st
OCEANO	—	—	June 25th

For MANILA only.
To be followed by other steamers of the Company at regular intervals.
The Bank Line Steamers are of the Newest Design, have most Commodious Accommodation and are fitted throughout with Electric Light and Wireless Telegraphy.
Special Parcel Express to American and Canadian Ports.
Will call at AMOY and KEELUNG if sufficient inducement offers.
For Rates or Freight or Passage apply to
THE BANK LINE, LIMITED,
KING'S BUILDING, PRINCE'S CENTRAL.

Telephone No. 790.

INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to steamers of the Indian African Line.

NEXT SAILING.

FROM HONGKONG. 25th May.
FROM COLOMBO. 10th June.

For Rates and further information, apply to
THE BANK LINE, LIMITED,
(MANAGING AGENTS).

Hongkong, April 1, 1911.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE Steamers of this Service provide Quickest transit from the Orient to the Argentine.

Cargo carried on Through Bills of Lading from Hongkong to River Plate Ports transshipping to Conference-Weir Line steamers at Calcutta.

PROPOSED SAILINGS:
FROM HONGKONG. FREQUENT SAILINGS.
FROM CALCUTTA. End January. End February.

For rates of Freight and further particulars apply to
THE BANK LINE, LIMITED,
(MANAGING AGENTS).

**New Line of Steamers
South African Ports.
ORIENTAL AFRICAN LINE**

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS:
S.S. DUNERIE, 3,000 tons, to be despatched End of May.

And regularly thereafter.
For rates of Freight or regularly Passage apply to
THE BANK LINE, LIMITED,
(Managing Agents).

Hongkong, August 23, 1911.

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	May 3.	May 25th, at Noon.
ALDEN	May 17.	June 8th, at Noon.
EMPIRE	May 31.	June 22nd, at Noon.
ST. ALBANS	June 28.	July 20th, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to
GIBB, LIVINGSTON & CO.
Agents.

Hongkong, November 2, 1908.

**DIRECT ROUTE TO AMERICA.
GREAT NORTHERN STEAMSHIP COMPANY**

S.S. 'MINNESOTA'
Capacity 22,000 Tons. Length 830 Feet. Beam 73 Feet.
51,000 Tons Gross Register. 34,500 Tons Displacement.
EQUIPPED WITH WIRELESS TELEGRAPHY.
(CAPT. T. W. GARRICK)

SAILS FROM HONGKONG ON MONDAY, May 6th, AT NOON.

FOR SEATTLE via NAGASAKI INLAND SEA, KOBE and YOKOHAMA.

LUXURIOUS PASSENGER ACCOMMODATION—Suites and State-rooms (all outside rooms); Music room; Library; Smoking room; Kitchens; Laundry; Telephone, etc.
Direct connections by Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada, and Europe.
Cargo and passengers may travel by rail direct between ports of Yokohama, Kobe and Nagasaki, without transshipment.
For full information regarding freight or passage apply to
SHIPPON YOKO KAIEN KAisha, General Managers.
Hongkong, November 2, 1911.

Shipping

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government).

MONTHLY FAST DIRECT SERVICE TO TRIESTE.

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID.

S.S. BOHEMIA, 7900 tons, will leave as above on May 19th, at 6 p.m.
S.S. AFRICA, 8840 tons, will leave as above on June 19th, at 6 p.m.
Superior accommodation for 1st and 2nd Class and Steamer passengers. Cheap rates. Hongkong—Trieste Venice 250.1st class, 236 2nd class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

TO SHANGHAI.

S.S. AFRICA, 8840 tons, will leave as above on 4th June, at Daylight.

MONTHLY ORDINARY SERVICE.

S.S. PERSIA, 12,500 tons, will leave for YOKOHAMA & KOBE, via SHANGHAI about 30th May.

S.S. E. FRANZ FERDINAND, 12,300 tons, will leave for TRIESTE, Fiume and VENICE, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KANAKH, ADEN, SUZ, PORT SAID, on 1st June.

These steamers are fitted with comfortable One class accommodation for Saloon passengers. Cheap rates. Hongkong—Trieste Venice 243 no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.
Cargo is taken at through rates to all ports in the Levant and Black Sea, also to North and South America. For information apply to
SANDER, WIELER & CO., Agents,
PRINCE'S BUILDING.

Hongkong, January 3, 1912.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED

SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION)

TRANS-PACIFIC SERVICE

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.)
Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada; also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg)	Leaves
VICTORIA, B.C. & TACOMA via Nagasaki, Kobe, Yokohama	SEATTLE MARU	6182	Thursday, 16th May, at 1 p.m.
VICTORIA, B.C. & TACOMA via Shanghai, Moji, Kobe, Yokohama	MEXICO MARU	8064	Tuesday, 28th May, at 1 p.m.

1st-class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco... \$110.
The Co.'s newly built steamers have fast speed. Superior accommodation for steamer passengers situated AMIDSHIPS. A limited number of Cabin passengers carried at low rates. Best adapted room for carrying Silk, Treasure and Perishable. Special attention given towards Express connections.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For	Steamers	Leaves
FOOCHOW, via SWATOW and AMOY	KAIJO MARU	WEDNESDAY, 8th May, at Noon.
TAMSUI, via SWATOW and AMOY	DALIN MARU	SUNDAY, 12th May, at Noon.
ANPING, via SWATOW and SOSHU	MARU	WEDNESDAY, 16th May, at 10 a.m.

Fast speed, Superior passenger accommodation. Electric light throughout. First class cuisine.
For information of Freight, Passengers, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Building.

S. HIROI, Manager

Notices to Consignees

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Company having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge will be landed at once at Consignees' risk and expense.
Cargo remaining on board after 2 p.m. of the 7th May, will be landed at Consignees' risk and expense.
Consignees of cargo from Singapore and Penang are requested to take immediate delivery of their Goods from alongside. Such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance has been effected. Bills of Lading will be countersigned by the Underwriter.
DAVID SASSOON & Co., Ltd., Agents.
Hongkong, May 6, 1912.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE H.A.L. Steamship Company, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.
No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 10th of May will be subject to sale.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th of May, at 9.30 a.m.
All claims must reach us before the 10th of May, 1912, or they will not be recognized.
Bills of Lading will be countersigned by the Underwriter.
HAMBURG-AMERICA LINE, Agents.
Hongkong, May 6, 1912.

Notices to Consignees

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship Hopang, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after Noon, the 8th May, will be landed at Consignees' risk and expense.
No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, May 2, 1912.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES

THE Steamship COLESEN, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.
No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 10th of May will be subject to sale.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th of May, at 9.30 a.m.
All claims must reach us before the 10th of May, 1912, or they will not be recognized.
Bills of Lading will be countersigned by the Underwriter.
NORDDEUTSCHER LLOYD, Agents.
Hongkong, May 6, 1912.

Notices to Consignees

NOTICE TO CONSIGNEES.

STEAMER BENNET-SIMONE.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from Legation or at Full Cargo, in connection with above Steamer, are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.
Bills of Lading will be countersigned by the Underwriter, and Goods remaining undelivered after the 13th May, at Noon will be subject to sale and landing charges.
All claims must be sent in to us on or before the 15th May, or they will not be recognized.
All damaged packages will be examined on the 13th May, at 3 p.m.
No Fire Insurance has been effected.
P. THOMAS, Agent.
Hongkong, May 6, 1912.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Co's Steamship, Suikow, having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after 4 p.m. the 7th inst. will be landed at Consignees' risk and expense.
No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, May 7, 1912.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES

THE Steamship BUELOW, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon to-day requesting it to be landed here.
No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 8th of May will be subject to sale and landing charges.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th of May, at 9.30 a.m.
All claims must reach us before the 10th of May, 1912, or they will not be recognized.
Bills of Lading will be countersigned by the Underwriter.
NORDDEUTSCHER LLOYD, Agents.
Hongkong, May 1, 1912.

AMERICAN & ASIATIC S.S. CO.

NOTICE TO CONSIGNEES

FROM NEW YORK & SINGAPORE.

THE Steamship INDRAMAYO, Captain T. R. Evans, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on SATURDAY, the 11th May, 1912, at 10 a.m.
All claims must be presented within fifteen days of the steamer's arrival here after which date they cannot be recognized.
No claims will be admitted after the Goods have left the Godowns, and the goods remaining undelivered after the 11th inst. will be subject to sale.
No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., General Agents.
Hongkong, May 4, 1912.

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